

AVIATION

The Oldest American Aeronautical Magazine

SEPTEMBER 27, 1926

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Cross-Country in a Curtiss O-1 Falcon Observation Plane (Liberty) of the Air Corps

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VOLUME
XXI

SPECIAL FEATURES

NUMBER
13

A FLYING TOUR OF EUROPE—LESTER D. GARDNER
POWER PLANT ASPECTS OF THE NATIONAL AIR RACES
THE PROPOSED AIR REGULATIONS

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Type of Huff-Daland biplane which took the first three prizes in the Liberty Bell Trophy Race for bombing planes

PACKARD—BOSS OF THE AIR

Packard-powered planes win Pursuit Ship Race in Record Time—and make clean sweep—first, second, third—in Bomber Race

ONCE more has Packard added new laurels, and by its performance at the recent National Air Races, has earned its right to the title *Boss of the Air*

The four-for-all military Pursuit Ship Race was won by Lt. G. T. Cuddihy of the Navy, flying a Boeing PB.1 plane, equipped with a 600 H.P. Packard Engine. The average time for this 120-mile race, over a 15-mile triangular course, was 180.491 miles per hour, a new world's record for standard pursuit ships.

Lt. Cuddihy's and Packard's victory was made more remarkable by the fact that he started third, in a field of twelve, and finished second.

In the Liberty Bell Trophy Race for light bombing planes, three Huff-Daland L. B. Bombers, equipped with 600 H.P. Packard Engines, took first, second and third places in a field of six. Lt. L. M. Wolfe of the Army was the winner, with an average speed of 135.71 miles

per hour for the 120 mile course. Second and third places were taken by Lts. Kenneth Wallace and J. M. Devens, at speeds of 119.638 and 118.607 miles per hour.

The terms of the race for the bombers carrying a useful load of more than one ton, with a crew of two men whose combined weight must be 340 pounds or more. The winner, loaded for the men, weighed more than four tons—a remarkable demonstration of the performance and power of the Packard Engine.

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Lt. Cuddihy rounding the lower point in the Pursuit Ship Race

PACKARD MOTOR CAR COMPANY
DETROIT MICHIGAN



ASK THE MAN WHO OWNS ONE

AVIATION

SEPTEMBER 27, 1926 VOL. XXI, NO. 13

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SCINTILLA

No main operating service is required of the airplane than in domestic operations over the Southern Ocean fields and orchards. The illustration shows one of the famous Petrol Driving Planes produced by Huff-Daland Aero Corp., powered with the 200 hp. V-twin 200 hp. associated engine equipped with two SCINTILLA AIRCRAFT MAGNETOS.

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WRIGHT

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AVIATION

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Time to Settle Down

TWO OF the three great national air meets of the year are now regarded as history and the third will shortly take place at Norfolk, Va. Because, of course, made to the Schneider Cup International Seaplane race, and the Commercial Airplane Reliability Tour and National Air Races which have already been held. The time is drawing near, therefore, when the country's aeronautical activities will settle back into the routine of straightforward business flying.

There are many who are somewhat impatient at good in the first place they provide, if nothing else, a means whereby aviation people throughout the country can get together. This fact, in itself, is one of the most important reasons for holding air meets. The value of aviation people getting together and discussing each other's problems cannot be overestimated. It is one of the most important factors in progress. Secondly, the competitive element in an air meet is a great stimulant of progress. While this does not apply quite in the same sense to the case of the Schneider Cup race, none, at least as far as America is concerned, it is usual for the planes of one manufacturer only to represent the nation, there is no doubt that in the Schneider Cup race has an important effect upon international aviation progress.

In the two meets which have already been concluded, some very fine performance have been set. The fact that evidence of the twenty-five commercial airplanes which started in the Commercial Airplane Reliability Tour actually completed successfully the 2500 miles of scheduled cross-country flying is an excellent striking example of the development of the American commercial airplane. In the National Air Races approximately 350 airplanes flew in races which covered about 2500 miles without a single serious accident. In addition, perhaps the most commendable individual performance was that of Fred Hoyt who won the Oakes race with a field from Europe. Col. is an O.S. equipped Travel Air 31 he flying time. Furthermore, the record piston plane speed of 280.495 m.p.h. over a closed course set up by Lieutenant Collier, U.S.N. driving a Boeing pursuit plane, was another performance indicative of progress and the excellence of American aircraft.

Each year the National Air Races appear to lose much of their attraction for the general public. As a consequence, the races are criticized on this basis and, no doubt, there are grounds for such comments. It is significant to note, however, that in some respects from the technical point of view, the races each year bring out signs of greater progress being made. This is highly commendable and should serve as some compensation, at least, to those men each year who's efforts and sacrifices make the staging of these annual events.

It is to be hoped and anticipated that the steady progress and development of the next period before

next year's aviation "sporting" season will bring out equally excellent signs of steady progress.

Japan to Foster Commercial Aviation

THAT THE Japanese Government is about to launch an ambitious plan for the development of commercial aviation is among the most interesting news of international news at this time. The government takes on an event of great significance when commerce is given to the attitude recently adopted by the Japanese representative of the Parliamentary International Commerce Commission in Japan when the question of the value of the commercial airplane in military service was brought up for consideration. While agreeing that there is a possible potential military value in the commercial airplane, it will be recalled that the report of the parliamentary commission stipulated that commercial aviation should be permitted to develop freely, its military value being considered only in the event it further steps being taken towards aerial disarmament.

The new Japanese budget provides for the expenditure of 22,000,000 yen, which is approximately \$41,000,000, on the development of commercial aviation over a period of seven years. The money is to be spent in providing air navigation facilities and in subsidizing a private company by a direct grant on a loan basis for an mail routes between Tokyo and Osaka and Osaka and Dairen. It is of interest to note that the distance between Tokyo and Osaka is approximately 220 miles and that between Osaka and Dairen, 350 miles. Moreover, the latter route involves the passage over a considerable stretch of water, the Korea Straits and a corner of the Yellow Sea. It is a very long and, it would seem, difficult route and no information is given as to the steps to be made or whether airplanes or land machines are to be used.

The significance of the Japanese new aviation proposals may be realized by a comparison, for example, with the United States in air aviation. The Air Ministry's 1925-1927 civil air estimates, considered to approximately \$2,200,000 which, at this rate, would make an expenditure of over \$14,000,000 for seven years, assuming no change in the estimate. Of the estimate for the present year, about \$600,000 is for subsidy payments to the Imperial Airways European lines and the proposed May 1st to India line to start in January, 1927.

Thus, it will be seen that Japan is moving much more heartily into the development of commercial aviation, in the proposed two lines which are to be inaugurated. There will come a point soon on time across the island which equidistant Japan will find that the country with China and its cultural traditions on the Pacific coast. Coming, as it does, as the first serious indication of commercial aviation development in Japan, the recent announcement can only be regarded as tremendously significant if the attitude adopted by Japan is serious development problems.

A Flying Tour of Europe

By LESTER D. GARDNER

(THIRD PART)

IN THE two previous articles the air line of Northern and Eastern Europe have been given a preliminary or sketchy outline. The trip, covering as it does a journey of approximately 25,000 miles would take the south ship to cover its dotted and in the third of the series the Atlantic European air routes will be given a short study.

Over Gibraltar By Latécoere

Southwestern Europe has not had a great aerial development except on the Latécoere air line has made this part of the continent famous for the operation of one of the largest and most successful of all the air routes of the world. To give the history of this development would require more space than is available in this short summary but of the paper has a complete description will be given. Starting from Toulouse on the southernmost tip of France, this line has continued over the famous walled city of Carthage in Propaganda, the most southern city in France. It then crosses the border and passengers can give the great trust of a view of the Pyrenees, the picturesque mountain range of northern Spain. The flight is continued along the rugged coast of Spain passing over Barcelona, Saragossa and Valencia. At Alicante, the line divides into two parts, one going to Oren on the Mediterranean and the other to Africa by way of Oranville with the magnificent Atlantic and the French Nevada snow-capped peaks as the last spots of the flight, before Gibraltar is reached. Flying over this end of date Northern has great interest for the aerial passenger who is observing the effect that aircraft have had on the other methods of defense. Since this line is important has been

readily the work that has stood the centuries as the impenetrable fortress that protected the gateway of the Mediterranean has become more of an historical monument than a strong, strategic position.

From Gibraltar the flight continues east through the Straits of Gibraltor. To the north, the southern coast of Spain can be seen extending for many miles outward along the Mediterranean and when the Atlantic is reached the shoreline northwest two fifty miles may be traced to the shore of the southern sea. To the south, in Africa, the Low and High Atlas range of mountains can be seen with snow-capped peaks in the distance. A time in the south, where the Atlantic must line of Africa into view and some the first stop is made at Tangier, the easternmost point.

Arrival in Africa

With the landing in Africa, the first noticeable change in the native helps in very picturesque clothes who serve the airplane under the direction of the Latécoere officials. The Berber XIV, with its open cockpit carrying two passengers, has made a long air trip over very difficult flying country and the Berber's engine has not turned once. The airport at Tangier is not planned for the accommodation of passengers but is merely a station on an air line that is more interested in the transportation of mail and goods than passengers, although its planes are usually filled on every trip. Soon, it is planned to have all-berber line extended planes of Latécoere aircrafts operating over the route and then, with a closed cabin, the passengers will have more comfort than in the open cockpit type used at present. The act in



Latécoere Lus airplane (Lusitania) ready to leave from Africa for Atlantic Ocean

the manner becomes so hot that the pilot wears a head of hair with holes cut for the mouth and eyes to protect their faces from the heat.

After a passing, the journey is continued to Rabat on the Moroccan coast. Here, for the first time the aerial heard has a view of a typical Moroccan city, the most attractive feature of which is the pure white buildings. These cities along the coast have been built around a nucleus of old and dusty but native houses, and the modern streets and European buildings give a strikingly contrasting appearance to them. After a short stop at Rabat to leave the mail and goods, a short flight brings the day's air ride to its end, at Casablanca. Eleven hundred and fifty-five miles have been covered since leaving the French coast and the traveler is glad to get to a quiet hotel for a change. But the remarkable thing that was noted after this longest air trip in Europe was that after an opportunity had been given to walk a short distance, there was no sense of exertion, and the natural fatigue of earlier hours in the open air.

Casablanca is the terminus of the Latécoere line from France but may also be considered as a very curious as it also is the starting point for the continuation of the line to Dakar about 1000 miles farther south on the African coast. The planes from the city connect at Casablanca for the planes for the two days later. Casablanca, Casablanca, is a very modern city and is a most delightful place to see a combination of Moroccan life and French colonial development. While there the Sultan of Morocco left for France and it was a rare opportunity to see the native nobles gathered for the first time outside his country of the ruler of this north African country.

The Site of the African Trip

After a day's rest, the air line was continued across the northern part of Africa to Oren on the Mediterranean. This flight of 672 miles gave the traveler a very comprehensive view of the most interesting country on the route is over the Atlas range, where a landing is made. Melon and Oren. The mountains of the Atlas range are covered and much of the landscape, even which there has been much, follows with the Red Sea in the distance. This country is not well suited for air flying and it is clearly apparent why the air forces of France as well as the military had great difficulty in subduing the Rifians. The views from the air of the Moroccan coast with their characteristic palaces and mosques, all white,

and surrounded with beautiful gardens appear such a view of the trip that the air seems to fly, in the nature, such as in seeing the most interesting part of the trip can be better.

Arriving at Oren, the next flight is to be an evening trip. But the traveler will, if he is wise, take a short trip by train to Algiers, the largest center of Southern Africa. And over, as it is a line connected with the Atlantic Ocean, it is not missing of interest. The trip across the Mediterranean by airplane to Algeria is like all air routes, a continuous experience especially in a closed cabin with no windows. Such trips are great fun, but unless a short line is made there is little of interest to see on ground. The trip across is 700 miles and is made in slightly more than three hours, whereas the last takes twelve. At Algiers a change is made to a land plane and the Spanish flight described above is completed in the several minutes. Regarding air trip here a great advantage for it gives an opportunity to see much of the country that can be observed on the first flight. From the air there are many views to be seen that in one trip will cover nearly the whole of the major flying land.

One of the Largest Fields in France

At Perpignan, instead of continuing to Oren, the air line goes to Marseille and then to Paris. This line has been and several, made flight about the coast of Southern France is most interesting as the whole distance is over a coast of great beauty dotted with interesting cities and fishing villages. From Marseille on the last day of the trip, the flight is made. It is the military training center of Africa with some very large concrete hangars in the shape of a natural plant that looks like a tree and as level as a table. At Marseille, a visit field is maintained by the Latécoere line and the Air Union that has started a service line year to Paris.

Before leaving the Latécoere trip which is of course one of the most interesting in the world, and before it can be treated in more complete manner as it is hoped will be possible in a later issue, it should be noted that there is one of the most advantageous air routes in the world. It covers a very difficult route that takes a very long time to travel by any other kind of transportation and it renders a very fast and service not only to France but to the African colonial territories. France is governing. It has made the transportation of mail and goods in such persons and it is possible to consider to be one of the best that has a great opportunity for future



Coastline as seen from the Latécoere plane on its way to Casablanca

commercial development. It is planned to extend this service, when possible, to South America, either by land or by a line of airplanes. With these, the traffic that will become available will be so great that it may become one of the greatest and most profitable air lines of the world, if it does not lead that distinction now.

The new Air Union line from Marseilles to Paris, serves a very great need. The Riviera, now, is connected with Paris and Marseilles via the French capital on the morning and by at almost any one of the beautiful shore cities in the evening. The flight has a great interest, also, as it gives an opportunity of seeing Avençon, the French home of the Pope's for a period, as well as the gorgeous city of Lyons. Here somewhere may be made with the Italian air line that runs to Switzerland. The distance from Marseilles to Paris is 462 miles and it is, from the Heloise route in the hours and a half. With the other Air Union lines to London, the traveling time from England to the Mediterranean is greatly shortened.

The Heloise Coast from a Seaplane

Italy, has been clever in taking its air transport from the European continent of Northern Europe although there has been a line in operation down the River Po from Turin to Venice for several years. This year, a determined effort is being made to attract air transport in a greater extent and the line from Genoa down the coast to Palermo is Italy's one of the models. Later, it is planned to operate a line from Brindisi on the east of Italy across Greece to Constantinople. No one who ever flies the Heloise Will suppose that Genoa will ever again say that air travel along coast, that here and there, are not the most pleasant that can be found. To be along the Italian Riviera and pass Pisa with its leaning tower, and then see the islands of Elba and Monte Cristo with a landing on the Isola Verde Tiber near Rome, combines some beauty, historical interest as well as the luxury



The R2 flying on water

of air travel. This trip that is from the Italian Riviera to the Aeolian Islands, which is shortened into S.A.S. is one that Marseilles has been struggling to find. It gives visitors to Italy an opportunity of seeing a part of the country that has been almost inaccessible heretofore.

At Rome, while not an air line between the landing on the Tiber being only at Rome a considerable amount of twenty miles from the city, an opportunity was offered to fly over the Eternal City to both a Via della Vittoria and on the Via del Corso. Three flights, one with Major Bonomi of the American Air Corps, and the other through the courtesy of the Italian Air Force, were two of the most impressive of the air line. To see from the air, at one sweep of the eye, the Colosseum,

the Forum, St. Peter's and the Vatican, the Victor Emmanuel II monument and the landmarks of other interesting buildings of the city back as well as a number of the experiences that only an airplane can give. At a later time the two interesting flights will be described in a detail. They are significant here only to express the appreciation that is due for the extraordinary opportunity that was made available for the air tourist.

Naples—The Beauty Spot of the World

Coming from Genoa, South, a short flight of an hour and a half along the picturesque Italian coast brings the Bay of Naples into view. And when the traveler tries to describe the landing of this beauty spot of the world he finds that his stock of superlatives will not suffice to give any adequate idea of the sight. With Yverdon, perhaps, is about the most beautiful and harmonious of its kind, the travel scene of Capri and so on, the character dictated with beautiful villages and finally Naples spreading against the steep slopes of the Sorrento—only a part of a picture could do justice to the view. For many years the fame of this bay has been spread to all parts of the world. "See Naples and die" has become a title saying. With the advent of the S.A.S. air line this expression may be changed to "See Naples by air and live."

Two and a Half Hours over Sea

Hardly less attractive in the transportation of the flight across the Mediterranean to Palermo, the beauty city on Sicily. The sea trip is the two rapid Dornier Wal takes about two hours and a half and to those who have enjoyed the Bay of Naples, the scene of Palermo will have an equally impressive

scene. Quite different, but also unique among the beautiful sites of the world, the beauty of this wonderfully scenic area will attract visitors from all parts of the world. While the sea trip by land one of the greatest attractions, but now an air line along the coast of Italy holds a promise for the far beyond that makes it a thing apart in the world of air transport. Not only does it make a real service in the saving of time and afford all conveniences but it has also the great appeal for the visitor who wishes to view the young land of Italy from a new and more beautiful angle. If the interesting public does not look to fill the airplanes that this line will operate it will be missing one of the most perfect air trips in the world.

Fusion of French Air Companies Completed

A fusion of the Air-Corse, one of the largest of the French air companies and the Aero-Napoli, a smaller French company operating airplanes over the Mediterranean, came together in Algeria, Canada, has recently been completed. The Aero-Corse absorbed the stock of the latter organization at 25 per cent, it is understood.

The Air-Corse operates the line from Marseilles-Monza and the fusion of the two companies will permit the carrying out of plans for a single line between London-Paris-Lyon-Marseilles-Agnes and Tunis. Flying time from London to Tunis over the proposed route is estimated at 15 hr., as compared with a time and half of 4 days at the present time.

Steps will be taken at once to transfer the French base of the Aero-Napoli from Antilles to Marseilles, thus adding a direct link, Marseilles-Agnes, to the Air Union route.



The R2, after taking in which Mr. Condon flew over Rome



St. Peter's and the Vatican as seen from the airship R2

The French Duration Record

World's records are being broken so fast that it is hard to keep track of them. The Arrachet brothers had barely left for their return flight from the Pirenae Dail back to Paris, when another French plane, piloted by Captain Olivier, with Lieutenant Doreilly as pilot, beat their performance. These two pilots made a non-stop flight from Paris to Oran, Algeria, July 21-12, covering 4700 kilometers in 28 hr., and beating the Arrachet brothers' performance by almost 400 kilometers.

The plane piloted by Captain Olivier was a standard French Army fighter of the Bisquit 10 type, used for corps observation work. The only change made was in the addition of two engine sections in the wing area, to fit it with the dual engine, to slightly increase the tail area and to add supporting struts which increased the tail section to 2000 sq. in. The power plant was a 300 hp., 12-cylinder V type Hispano-Suiza, developing 300 hp., with a three-blade propeller. The plane weighed, fully loaded, 3900 kilograms, of which 2500 kilograms represented the full load. With this load, carrying only 50 square meters of wing area, it is hardly surprising that the take-off of the plane should have been very low. Captain Olivier made three starts before he finally succeeded in getting the plane clear of the ground. He experienced some rough weather over the Pyrenees and as his helio was in the French Air Dept., numerous passengers, he naturally cannot afford to not bring his better.

Growth of Commercial Aviation in Italy

The first commercial line in Italy was inaugurated at Trieste on April 1, 1925, when the Società Italiana Servizi (S.I.S.A.) began operation between Trieste and Turin, via stops of Venice and Pavia. Up to that time the company was limited to flights every other day, but on that date daily flights were instituted. The S.I.S.A. operates CNT-20, three-engine airplanes, built in the workshops of the Corda Co. at Rome. The number of planes has been increased from four to eight.

During the first two weeks of April, the first fortnight of operation, 35 trips were made (4 Trieste-Turin and 3 Turin-Trieste) and 55 passengers were carried in both directions. A total of 184 hr. of work was done and 175 hr. of mail were carried. From the 18th to the 26th of April, 15 trips were made, 61 passengers were carried, and 130 hr. of work was done and 14 tons of mail were transported.

The Government has granted the S.I.S.A. both air mail and subsidies. The mileage subsidy is figured at 11.14 lire for each kilometer of actual flight and for a maximum of

225,000 lire yearly. Such a subsidy is equal to 26 per cent of the cost for a kilometer of flight, which the Government and the aviation company have agreed upon as 25 lire per kilometer. The subsidized trip, Trieste-Venice-Pavia-Trieste, is considered 515 km. long, so that, on each trip, the company receives a mileage subsidy of 226 lire.

The subsidy for transportation of mail has been fixed at 40,000 lire yearly, for which the company has agreed to carry a quantity of mail not to exceed 20,000 kg. a year. For any mail carried in excess of this amount, the company receives an additional allowance of 15 lire for each kilogram of mail and 25 lire for each kilogram of foreign mail.

In addition to the foregoing subsidies, the Government has granted to the company the occupation of customs duty, consumed fuel, and sales tax on gasoline and lubricating oil and for the scheduled trip Trieste-Turin and return, as well as other exemption of minor importance, such as stamp taxes, registration fees, etc.

The Società Anonima di Navigazione Aerea di Roma was founded for the operation of the commercial line, Rome-Bari-Bordeaux (France), but pending a full agreement with the Spanish Government, the company has started an air route from Rome to Oran, near Algiers, then to Naples and Palermo, and return. This company has three Dornier Wal airplanes built at Munich (Bavaria). Each machine has two Daimler-Benz engines of 450 hp. and a total accommodating 18 passengers.

In consideration of the heavy route covered for the line, Società Italiana, the Government has granted this company a higher subsidy than that granted to the S.I.S.A., 15 lire being paid for each kilometer of actual flight during the first four years of operation. During the following three years it will be reduced to 11 lire per kilometer and for the three years following to 12 lire per kilometer. The average subsidy is figured at 26 per cent of the transportation price, which has been agreed upon as 21.20 lire per kilometer of flight. The route is considered to be 1,050 km. long, that is, Rome-Oran 600 km. and Oran-Bordeaux 450 km. The subsidy will be offered for a maximum of 440,000 lire yearly.

The subsidy for transportation of mail has been fixed at 200,000 lire yearly, for which the company has agreed to carry 4,000 kg. of mail quarterly, or 10,000 kg. yearly. Mail carried in excess of that figure will be paid for at the rate of 15 lire per kilogram for domestic mail and 25 lire per kilogram for foreign mail.

For the transportation of officers and the constant employees, the company allows a reduction of 10 per cent on the trip fee and twice of the hotel. A reduction of 10 per cent is granted to military mail carriers and to members of royal courts and flying squadrons.



The Dornier Wal landing on the Tiber near Rome

Power Plant Aspects of the National Air Races

Advent of Air-Cooled Parant Planes Outstanding Development of the Post War

By COMDR E. E. WILSON, U.S.N.
Chief, Power Plant Section, Bureau of Aeronautics

FOR THE purpose of a power plant engineer, the National Air Races have been a number of interesting aspects. At the Aeronautics Meeting of the Society of Automotive Engineers held the week before the races, it was pointed out that air-cooled engines had abandoned the radiator and taken the efficiency. The National Air Races have brought this statement.

There are particularly striking in the new air-cooled engines. Just as the Ford Aeroflight Two brought out and demonstrated the superiority of Wright Whirlwind "T" engines, so did the National Air Races emphasize the value of the type of engine. The performance of the Wright Whirlwind with the J.S. Whirlwind engine was most remarkable. In Event No. 15, the Transport Race, this job carried a useful load of 1050 lb. and averaged 121.25 m.p.h. over the closed course. In the same race, the Ford Aeroflight Two, with a Wright Whirlwind engine, carried a useful load of 1050 lb. at a speed of 110.07 m.p.h. The Ford Air Transport, with three Whirlwinds carrying a useful load of 2000 lb. averaged 114.007 m.p.h. It is understood that this machine was prepared to take off with 1000 lb. more useful load than the machine of the Ford made this remarkable.

We have exemplified in this race two different types of commercial aircraft. The Wright Whirlwind and the Aeroflight Two are small planes capable of carrying a heavy payload at a good speed. Their characteristics are such as to indicate their adaptability to deliver work where mail and express are being carried. They are also adapted to passenger service over routes having numerous landing places.

The Ford Air Transport is a fine example of the multi-engine type capable of carrying very heavy loads at a good speed and particularly adapted to carrying passengers over routes where landing fields are few and far between. The average speed of this machine was considerably in excess of

the expectations of many, and its maneuverability, as demonstrated by Schneider on Saturday afternoon at Mader Park Field was most impressive. Another example of the light



Comdr. E. E. Wilson, U.S.N. Chief, Power Plant Section, Bureau of Aeronautics

commercial plane in the Transoceanic Race which was flown with 600 lb. of useful load at 121.2 m.p.h. in Event No. 14, the Light Commercial Race.

These single-engine 200 kg. aircraft airplanes are good examples of very useful machines designed about comparatively low-powered air-cooled engines. Their performance



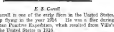
The Ford Aeroflight Two, equipped with the Ford and Whirling Whip air-cooled engines

CHAPTER III SUSPENSION AND REVOCATION OF CERTIFICATE I. LAW OF CERTIFICATE

surface was 7.2 mg/mq. It

Varnier Aircraft Company Booklet

Correll Studies Commercial Flying



The Voice of The Sky

Weather Service to Civil Flying

was located along the transcutaneous line, the remainder of the construct lines

which was readily corrected into horizon of the regular divergency rate. The first European long range success was accomplished Aug. 30 between Berlin and London. Light winds and clouds will be usual enroute.



The jump coming down by parachute

Parachute Lands Plane

A test made at Los Angeles recently resulted in a great parachute lowering a plane and pilot safely to earth from an altitude of 1,500 ft.

Upon reaching the desired altitude, R. Carl Oster, of the Naval Reserve, who piloted the plane, stopped the engine and released the parachute. The plane landed there and a half mile West of the starting place and required 2 min. 8 sec. for the descent, approximately 38 ft. per sec. The peak and plane weighed 1,000 lb.

The test was witnessed by 35,000 people and a dozen planes circled around Oster's machine carrying photographers.



After the landing, the color of the sky will be seen from this photograph



Left: Ward
Ed Bellows
Paul a few
miles from
New York
Chicago
Ward
Bellows
Paul a few
miles from
New York
Chicago

In the Service of U. S. A.

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Air Mail Pilots Make Record

Ed Ward and Ed Bellows, on mail pilots, recently made new records for the transcontinental mail by crossing from New York to Chicago. Ward, also a few months before helped to establish the previous record, which was New York at 3:37 a. m. with mail, which should have left at 9 p. m. the previous day but was delayed by weather conditions. He landed at Cleveland at 6 a. m., having made the flight from New York in 2 hrs., 3 min. The mail was turned over to the pilot of Ed Bellows, at Cleveland, and he landed in Chicago at 8:44 a. m. The entire trip having taken less than 9 hrs., 20 min.

Ed Bellows, during the course of a storm, took off at 8:54 a. m. from Newark, with the Starboard mail of the New York-Chicago line. He landed at Paul a little before



Unmanned Starboard Plane

A plane flown by radio control at Fort Belvoir, Chicago, is a most remarkable. The plane just shown will be, for the time being, when the photograph was taken.

1 p. m., with a record of 9 hrs., 30 min.

The schedule from New York to Chicago is given as 8 hrs., 45 min., and that between New York and St. Paul, 13 hrs., 20 min. The previous record between New York and Chicago was 6 hrs., 30 min.

A day previous to the making of these records, George Poston carried mail between St. Louis, Mo. and Chicago in 2 hrs., 57 min., covering a distance of 457 mi. The average flying time in 2 hrs., 15 min.

U. S. Air Forces

FC-8 On Cross-Country Flight

The FC-8 on Army Maps, left Langley Field, Va., Sept. 1 for trip to South Field, N. I., and return, for the purpose of reconnaissance training. The personnel on the flight was as follows:

1st Lt. Van A. Gray, pilot; 2d Lt. Benjamin T. Sturges, pilot; 1st Lt. William H. B. Lewis, pilot; 1st Lt. Charles H. Johnson, navigator; and 1st Lt. Ralph E. Quinn, navigator.

The FC-8s are of 2000 cc. 100 h. p. engine, 180 ft. long, 57 ft. in height, 445 ft. maximum diameter, and the maximum capacity is 100 ft. each. They are equipped with two Wright engines of 190 hp. each. The cruising radius is about 750 miles. The FC-8 returned from South Field within a few days.

War Dept. Facilities Relief

The commanding officer at Maxwell Field, Montgomery, Ala., and the commanding officer of the Fourth Corps Area, Atlanta, Ga., were notified on Sept. 25, by telegram to hold

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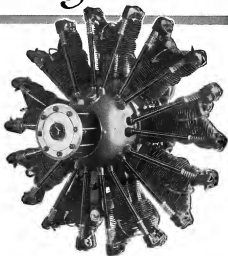
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